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AT YOUR SERVICE (09-17) WEMBLY ROAD

MR. ARGENIO: Guys, tell us what you're doing here and let's see where we're going.

MR. ATZL: My name is John Atzl, Atzl Scatassa & Zigler, engineers and planners for the project. This is Greg Smith, one of the owners of At Your Service Plumbing and Heating who is actually a town resident and his existing place of business is within the Town of New Windsor.

This site is located on Wembly Road at the turn and it's a vacant lot. What Mr. Smith wants to do is he wants to build a total of 59,500 square foot building, 5,000 of it would be for office use, the other 54,5 would be for warehousing. We've had a work session with Mr. Edsall.

MR. ARGENIO: May I interrupt? The rest of that warehouse space you're going to use for your business and rent it?

MR. SMITH: Rent part of it.

MR. VanLEEUEWEN: Where is your present business now?

MR. SMITH: The old Tarkett building.

MR. VanLEEUEWEN: Okay.

MR. INTERRANTE: We had a workshop with Mr. Edsall concerning the layout of the site plan. Originally we had shown 24-foot wide roadways, but he informed me that the fire department likes 30-foot wide roadways. Our roadways within the site are now 30 feet for fire apparatus ingress and egress. Our storm water detention basin is going to be located on the east side of the site along Wembly Road heading in a northerly direction. The layout is pretty simple. Right now we're just showing office space in here. The cars would come -- this would be two-way enter and exit for automobiles. One way for the trucks. The trucks would come in, come around, unload and then leave coming out Wembly Road going up this way towards Route 300. And there's some additional parking over here. We don't need any area variances. We meet the parking requirements and I think it's a very good project for the town.

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We're just here to get your blessing on the proposed schematic layout so we can further develop the plans.

MR. ARGENIO: Do you need a variance?

MR. ATZL: No variance.

MR. ARGENIO: What is it with the truck bays?

MR. ATZL: Originally we had them outside but upon Mr. Edsall was advising me that the fire department likes 30 feet wide roadways, we've had to kind of internalize most of them.

MR. VanLEEUWEN: It's hard to see that because it looks like there's a lot to park the trucks in there.

MR. GALLAGHER: They go inside and underneath.

MR. ATZL: They go inside -- we're working on that.

MR. SMITH: We haven't finalized that. In order to meet their foot 30-foot requirement that's what we're looking at.

MR. SCHLESINGER: I just wanted to get better understanding of the operation. The intent is, Jerry asked the question, I wasn't exactly sure of the answer and maybe you could expound on it, you are going to not use it entirely for your business, you are going to rent part of the area out?

MR. SMITH: Correct.

MR. SCHLESINGER: You will have office space as well as rent out?

MR. SMITH: Yeah, depending on what the requirements of the possible tenants are.

MR. SCHLESINGER: It's possible that you may divide the warehouse area up into different sections?

MR. SMITH: Probably will, yes, yup.

MR. SCHLESINGER: Who's the owner of the property?

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MR. SMITH: Me and my father.

MR. SCHLESINGER: You own the property?

MR. SMITH: Yes.

MR. ATZL: He just purchased the property, yes.

MR. VanLEEUEWEN: How long ago did you purchase that property?

MR. SMITH: About a year and a half ago I guess.

MR. ARGENIO: Let me probe a couple things here, just share a little bit for the benefit of the rest of the board. Everybody knows Wembly Road and the challenges we've had there. This lot was created many, many years ago through some subdivision that certainly predates me.

MR. EDSALL: Jerry, was this the Columbia Artworks?

MR. SMITH: Yes.

MR. EDSALL: That was probably what, ten years ago?

MR. SMITH: We purchased it from, I know that there's some issues with Bill Helmer, who I do not know, haven't been involved with, we purchased it from a gentleman that's out of the midwest.

MR. ARGENIO: Let me just run with this, just for a moment. So this was subdivided off that parent piece many, many years ago. I don't remember, it was a long time ago.

MR. VanLEEUEWEN: I don't remember it either and I've been here 28 years so.

MR. ARGENIO: So that subdivision happened many moons ago and this nice gentleman bought the property and wants to develop it. Now, we, the Town of New Windsor, has issues over there, has had for awhile and those issues really don't have a lot to do with the applicant in front of us this evening. My question to Mark is I want to make sure we don't get into a jamb here. And this question might be for Dominic as well, is there any requirement on the

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quantity of lots that go on that road? Is he piercing any thresholds with this lot, to developing this lot?

MR. EDSALL: You got here -- this is not a town road.

MR. ARGENIO: I understand that.

MR. EDSALL: This is a commercial road and in the Town of New Windsor. The way the zoning is setup you can subdivide lots off with zero frontage on town roads. In other words, you just have to have access to a commercial road, that's what this is.

MR. ARGENIO: There's no quantitative limitation on the quantity of lots --

MR. EDSALL: Well --

MR. ARGENIO: -- both on a private and commercial road?

MR. EDSALL: No, there is no limit.

MR. ARGENIO: That's my question.

MR. EDSALL: Technically when the board reviews the subdivision that's when you make the determination if there are access difficulties, traffic concerns, if the amount of development would cause drainage problems. All of those aspects are considered when you look at new subdivisions or site plans associated with new subdivisions. Here this is a little bit of a different case because years ago, and I know Hank doesn't remember but I remember the name Columbia Artworks, when that was proposed and it was split off and I think it was a calendar company.

MR. SMITH: Yes, correct.

MR. EDSALL: They just never built it. So this lot has been in existence I would think for at least ten years or more, if not longer.

MR. SMITH: The plans that I have he originally had drawn up were dated 1989.

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MR. EDSALL: Now, you're talking 20 years. I believe it was an early 90's application that we talked about the site plan. It didn't go very far.

MR. ATZL: I believe the subdivision dates back to the 70's.

MR. EDSALL: So, in answer to your question here you're looking purely at the site plan development of an existing lot.

MR. ARGENIO: Who plows that road if it's not a town road?

MR. SMITH: I believe it's handled through like an association. In other words, all the members of it, you know, pitch in together.

MR. ARGENIO: You know what you're buying into?

MR. SMITH: Pretty much, yes.

MR. ARGENIO: Do you guys got any questions?

MR. SCHLESINGER: I was just going to ask the question on the maintenance of the road, who was responsible. So it's more like a private road agreement type thing?

MR. EDSALL: Well, I will only say that if this was attempted to be created now we would be a lot smarter. But the Gateway Industrial Park existed long before I think most of us were here. Not Henry because he remembers back.

MR. VanLEEUEWEN: I was here.

MR. EDSALL: But the point being we would probably have more restrictive controls the same as we adopted private road regulations, we would probably look to have more control. But that's water over the dam, as it may be, because the road is there, it meets the law requirements as far as creating lots without it being a public road. And I think more importantly the question Jerry asked the applicant are you aware of what you're getting into, that this is not a town road, the town does not provide

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maintenance. Some day if I live long enough it may be dedicated, but I don't know if I'm going to live that long.

MR. SMITH: I'm willing to help the board with that.

MR. EDSALL: I think that was the important question that there's no misunderstanding on the applicant's part that this is a public road that he's going to receive public --

MR. SMITH: I am aware of that.

MR. EDSALL: -- care to the road.

MR. ARGENIO: No culpability, no liability, no obligation --

MR. SMITH: We are fully aware of that.

MR. ARGENIO: -- for the maintenance of said road.

MR. SMITH: There's actually a sign on the road stating that.

MR. GALLAGHER: Where are they presently developed, at the end of the cul-de-sac on Wembly Drive?

MR. EDSALL: Yes, the Sarcesian site is on the dead end cul-de-sac of Executive Drive.

MR. GALLAGHER: You can't get to that from Wembly Drive?

MR. EDSALL: Not by road.

MR. ARGENIO: Howard, do you have any thoughts?

MR. BROWN: No.

MR. ARGENIO: This is a light commercial use which is really something that the town likes, light commercial use, low load on our infrastructure. Low load on our police force. So I think that if you're serious about this you should go with it. You have to meet the laws, so we can't tell you you can't meet the law.

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MR. SMITH: We are looking to cooperate in any way we can.

MR. ARGENIO: You must be getting full over at Tarkett?

MR. SMITH: Actually moving from the backside to the front side, but he's pretty close, yeah, he's almost there.

MR. ARGENIO: I would think.

MR. SMITH: He's pretty close, almost got that rented.

MR. ARGENIO: Okay, anything else? Anybody else with this? Thank you for coming in. Good luck to you.

MR. ATZL: We'll be back in the future with detailed plans.

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